

REMARKS

Applicant wishes to thank the Examiner for the detailed remarks. Claims 1, 2, 4, 8, 9, 11, 12, 13, 14, and 16 have been amended and claims 3, 5-7, 10, and 15 have been canceled. New claims 18-29 are presented. Accordingly, claims 1, 2, 4, 8-14, and 16-29 are pending.

Claim 12 was rejected under 35 U.S.C. §112. Applicant respectfully submits that the claim as amended is in proper condition according to §112.

Claims 1, 2, and 10-13 were rejected under 35 U.S.C. §102(e) as being anticipated by *Angles* (US2003/0127260.) Applicant respectfully traverses this rejection. *Angeles* fails to disclose or suggest a ring gear driven about said first axis by said pinion gear, said first axle shaft extending through said ring gear. In fact, *Angles* discloses that all the gears rotate about axes which are transverse to the axles (between 19-21 and 20-22 as interpreted by the Examiner) as illustrated in Figure 1. Furthermore, *Angeles* recites in paragraph [0013] that “The two motors transmit motion and torque to two wheels in a characteristic fashion, whereby *the motion and torque of each motor transmits rolling to one wheel* and, simultaneously, steering to the common axis of the two wheels.” [Emphasis added] As to claim 1, *Angeles* fails to disclose or suggest said at least one electric motor for driving both said first and said second axle shafts. As to claim 13, *Angeles* fails to disclose or suggest a first and second electric motor for driving both said first and said second axle shafts. The claims are properly allowable.

Claims 1 and 3-12 were rejected under 35 U.S.C. §102(b) as being anticipated by *Reffle* (3,534,825.) Applicant respectfully traverses this rejection. *Reffle* discloses that the gear 31 which drive the pinion 33 is itself driven by an idler gear 30. The idler gear 30 is driven by gear 29 which is coaxial with gear 27 and is driven by gear 26. Gear 26 is driven by the electric motor 25. In short, *Reffle* fails to disclose that said drive gear drives a single gear and a pinion gear of said second stage gear reduction; and a ring gear driven about said first axis by said pinion gear, said first axle shaft extending through said ring gear. *Reffle* also disclose that each wheel is

independently driven by the electric motor. [see col. 2, lines 31-39] As to claim 1, *Reffle* fails to disclose or suggest said at least one electric motor for driving both said first and said second axle shafts. The claims are properly allowable.

Claims 13-17 were rejected under 35 U.S.C. §103(a) as being unpatentable over *Reffle* in view of *Angeles*. Applicant respectfully traverses these rejections as there is absolutely no teaching, suggestion, or motivation to modify *Reffle* in view of *Angeles* as proposed. It is axiomatic that an obviousness rejection must come from the suggestions or teachings of the references themselves. A proper suggestion or motivation to make a combination requires some benefit to result from the combination. When the additional teachings of a secondary reference do not provide any benefit to the arrangement disclosed in a primary reference, no prima facie case of obviousness exists.

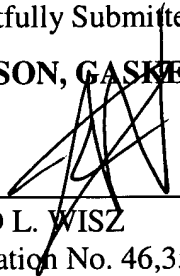
The Examiner suggests that *Reffle* does not disclose a second motor driving a third axis transverse to first axis. *Reffle* specifically disclose a second motor to drive the second set of wheels 20c, 20d. *Reffle* disclose that the drive means 21 which effects driving of the of the set 16 of rear wheels 20a, 20b is identical to the drive means 22 which effect rotation of the set 17 of rear wheels 20c and 20d and, therefore, only the drive means 21 is described in detail. [Col. 2, lines 31-40]. That is, *Reffle* already discloses that each wheel set is independently driven by its own drive means. Because this combination provides no benefit and, therefore, is improper, there is no prima facie case of obviousness. Furthermore, the location of the drive motors 25 in *Reffle* [see Figure 2] prevents incorporation of additional motors as the wheel sets 20a, 20b and 20c, 20d must be permitted to pivot about a center axle 34 [see Figure 6]. Simply incorporating additional motors to each wheel set provides no benefit as each set is already independently driven. The claims are properly allowable.

New claims 18-29 recite further features of the present invention which are neither disclosed nor suggested by the cited references and are thus properly allowable.

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Applicant respectfully submits that this case is in condition for allowance. If the Examiner believes that a teleconference will facilitate moving this case forward to being issued, Applicant's representative can be contacted at the number indicated below.

Respectfully Submitted,
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AMENDMENTS TO THE DRAWINGS:

In Figure 1, axis of rotation A and D have been properly located.

In Figure 2, leader lines from reference numerals 34a, 34b have been adjusted to include arrowheads. In addition, reference 40 has been changed to 45 and reference 66 has been changed to 40.

These drawings replace the previously filed drawings. No new matter has been added.